

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public works. DEPARTMENT

G.O. No.	1855A	Press
B.P. No.		Mis.
Dated	10-2-1874	195

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
10th July 1874.*

No. 139A. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 2nd June 1874, No. 326 :—

ADVERTING to my letter, dated the 24th April 1874, No. 248, and to the Proceedings of Government, dated the 15th April 1874, No. 984-A, I have the honour

* No. 495, 25th May 1874.

to submit, for the consideration of His Excellency in Council, a letter* from the

Agent of the Carnatic Railway, accompanied by a report from the Chief Engineer and by certain plans, sections, and other drawings, therein enumerated.

2. With regard to the terminal station buildings, it is explained by Mr. Logan that, looking to the probable cost which the acceptance of Mr. Chisholm's handsome design would entail upon the Company, he has deemed it advisable to recommend the construction of a building less ornamental and less expensive. A photograph of the elevation designed by Mr. Chisholm is submitted for the information of Government, with reference to their Proceedings, dated the 18th February and the 25th June 1873, Nos. 544 and 1,653.

3. I agree with the Railway Authorities in the opinion that the designs submitted by Mr. Logan provide accommodation sufficient for all immediate requirements; and there can be no doubt that the cost of the building now recommended for construction will be considerably less than if Mr. Chisholm's designs had been accepted. Looking, however, to the possibility that increased accommodation may before long be called for, it seems to me that, in constructing the terminus, some mode of conveniently adding to it should be kept in view; and, with this object, I would suggest that the foundations and walls of the eastern portion of the building, as far as the commencement of the passenger platforms, should be constructed to carry an upper storey.

4. It will be seen in the accompanying plans that provision has been made for carrying out the two suggestions contained in paragraph 3 of the Order of Government No. 984-A. The existing width (80 feet) of the Poonamallee Road at the cross-roads near Law's Bridge has been maintained by making a slight encroachment upon the Penitentiary enclosure, thus obviating the necessity of paying the exorbitant demand of Rupees 70,000 for pulling down the wretched hovels on the north side of the road; and, by cutting off a small corner of St. Andrew's Church compound, the Asylum Road is set free to the north of Whannel's Road.

5. In the Order of Government, dated the 7th May 1874, No. 1,220, it is stated that action in the matter of the General Hospital Bridge is delayed pending report as to the elevation of the Carnatic Railway terminal building, called for in the Order of Government, No. 2,524, of 16th October 1873; and I am called upon to explain the cause of the lengthened delay which has occurred in the submission of the report. The only explanation I can give is that the Order of Government in question, dated the 16th October 1873, was not understood as calling for any report upon the elevation of the Carnatic Railway terminus. In the first paragraph of the order it was stated that His Excellency the Governor in Council was not prepared

to reverse his decision on the subject of the Hospital Bridge without more definite information as to certain specified relative level; but, in the second paragraph, it was suggested by Government, as an alternative expedient, better and less costly than lowering the Hospital Bridge, that a level crossing should be substituted for an over-

bridge at the point where Sydenham's Road crosses the railway. In my letter,*
* Proceedings of Government, dated 29th Dec. 1873, No. 2,081-C. C.

No. 658, dated the 8th December 1873, I reported that the alternative course suggested by Government had been accepted by the Carnatic Railway Company; and it was then understood that information regarding the relative levels specified in the first paragraph of the Order of Government, No. 2,524, was not required. It was only upon receipt of the orders of Government now under acknowledgment that it was known that the widening of the Hospital Bridge was held in abeyance pending receipt of that information. It has now been furnished by the Railway Authorities, and the relative levels are as follow:—

	FEET.
Headway afforded by the present Hospital Bridge—above ordinary water level	10.58
Do. do. above highest known water level	5.90
Headway of Madras Railway girder bridge above ordinary water level.	9.8
Height of Hospital Bridge roadway above rail level as now proposed ...	5.51
Do. do. shown highest known flood level	10.13

6. I beg that I may be favoured with early instructions upon the points noticed in my letter No. 248, dated the 24th April 1874.

From W. S. BETTS, Esq., Agent, Carnatic Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 25th May 1874, No. 495.

In reply to your letters marginally noted, I beg to forward copy of a report (No. 1,747, dated the 23rd instant,) from the Chief Engineer, together with the plans and section referred to Nos. 85, 91, 92, and 93.

therein, regarding the extension of the line between Whannell's Road and the Penitentiary.

2. I concur with the Chief Engineer in opinion that the extent of accommodation proposed to be provided at the passenger terminus will be sufficient for the business which will have to be transacted there for some time to come, and I trust Government will consider the building itself sufficiently ornamental.

CARNATIC RAILWAY.

Letter from the Chief Engineer, to the Agent, dated the 23rd May 1874, No. 1,747.

Your 61484-316, 494-328, 555-388, and Consulting Engineer's Nos. 85 and 91. With reference to the letters marginally noted, I have now the pleasure to forward the following plans and sections:—

Plan No. 101, showing the land to be taken up between the proposed goods yard at Madras and the terminal station as last sanctioned.

Plan No. 101-A, showing the land to be taken under the alterations proposed in G. O., No. 984-A, of the 15th ultimo.

Plan No. 101-B, showing general arrangement of the terminal station with reference to its approaches thereto and the limits of the Penitentiary.

Plan No. 52-A, enlarged ground plan of arrangements of proposed terminal station buildings.

Plan No. 52, elevation of proposed station buildings.

Plan No. 52-B, cross section of proposed station buildings.

Plan No. 82, section to show formation level originally proposed between goods yard and criminal station and the formation level now proposed.

Plan No. 40, elevation of Hospital Bridge.

2. With reference to the alteration proposed in G. O., No. 984-A, it will be observed that by partially reverting to Mr. Dibblee's original proposition, to take the line through part of the Scotch Kirk compound, the Asylum Road will be left untouched and only a small portion of the compound at one corner cut off.

3. Opposite the north-west corner of Poonamallee and Sydenham's Roads, I have shifted the centre line 23 feet to the south, which leaves a clear width of 80 feet for the Poonamallee Road, doing away with the necessity for cutting into the buildings at the corner where so excessive a price has been asked for property.

4. I have managed this shifting of the centre line so as not to carry us much further than before into the river Cooum, but it involves a slight encroachment on the Penitentiary enclosure, (as shown on Plans 101A and 101B.)

5. With reference to the terminal station buildings, as you are aware, Mr. Chisholm prepared a very handsome design for them, without reference to the question of the amalgamation between this Company and the Great Southern of India Railway Company; after you took charge of the affairs of the two Companies, and looking to the near prospect of their becoming one, we agreed that a much less expensive design with a considerable reduction in the accommodation would satisfy first requirements.

6. I have accordingly in the designs now submitted aimed at providing ample accommodation for the public and for the working staff, and while endeavouring to produce as good a general effect as the nature of the case will permit, I have tried to avoid expenditure on mere ornamentation.

7. The general features of the design are as follows:—A corrugated iron-roofed shed of about 400 feet long by 100 feet wide is provided to cover the platforms and part of the offices. The roof in two spans of 50 feet each supported in the middle by a row of cast iron columns. A short length of shed 115 feet long by 50 feet wide is added laterally at the south-east end of the main shed to cover a portion of the offices which could not well be included under the main roofing.

8. The second roof (counting from the Poonamallee Road) is carried forward so as to form a good and sufficient porch, and an arcade or covered way is provided along the whole front (east end) of the building for the accommodation and shelter of intending passengers. The booking office and gentlemen's waiting-room under the middle roof form an isolated building with wide passages on each side, shut off by open iron-work gates so as to give facilities for a free circulation of air through the building from end to end.

9. On the right of the third-class booking passage a space is provided for third-class passengers to wait in. This space is *railed* off only from the passage to allow of free ventilation.

10. A large space is also provided between the offices and the ends of the platform to accommodate passengers waiting for trains, and so obviate as far as possible unnecessary and dangerous crowding of the platforms.

11. The urinals and latrines I propose to place to one side (the south), entirely outside the main building, in some convenient spot opposite the departure platform. Even with the greatest care and cleanliness buildings of this kind are apt to be offensive in this hot climate, and I think it advisable therefore not to have them under the main roof of the building.

12. The approaches proposed are shown on Plan No. 101-B.

*Proceedings of the Madras Government, Public Works Department,
10th July 1874.*

13. A large porch or covered way is provided on the side of the station next the Poona-mallee Road for the vehicles of passengers arriving by train.

14. The whole of the offices under the roofing are intended to be inexpensively built, and they are so planned as to be easily altered or cleared away according to the requirements of the future.

15. On Plan No. 40 I have given the information called for in paragraph 6 of the Consulting Engineer's letter, No. 91, but I enter it here also, viz. :—

	FEET.
Headway afforded by the present Hospital Bridge—above ordinary water level	10.38
Do. highest known water level	5.00
Headway of Madras Railway girder bridge (higher up) above ordinary water level	9.80
Height of the Hospital Bridge roadway above rail level as now proposed	5.51
Do. do. above highest known flood level at Hospital Bridge	10.13

16. On the plans now forwarded the ground level around the station is shown at platform level (or one foot above rail level) in order to do away with steps which are often the cause of accident in working with large crowds of people.

17. It will probably, however, be found necessary to allow a step of about 6 inches in execution so as to keep the floor of the building above any danger of the drainage water getting in.

No. 189B. ORDER THEREON, 10th July 1874, No. 1,855A.

RAILWAY, No. 23A.

His Excellency the Governor in Council is satisfied with the manner in which his instructions conveyed in para-

graphs 3 and 4 of G. O., No. 984-A, of 15th April, are proposed to be worked out, and permits the immediate erection of a new inclosure wall to the juvenile ward of the Penitentiary, as a necessary preliminary for the transfer to the Railway Company of the portion required to be added to their premises. This work and the diversion of Lang's Garden Road will, it is presumed, be carried out by the Railway Officers at the charge of Government; their cost, and that of all compensation remaining to be given, should now be calculated and reported.

2. The Consulting Engineer, concurring in opinion with the Railway Authorities as to the sufficiency of the accommodation provided in the station plan, now submitted, for all present requirements, His Excellency the Governor in Council will leave it to the latter to decide whether they will act on the Consulting Engineer's suggestion that the eastern portion of the building be constructed to carry an upper storey. The arrangements seem to have been judiciously planned with reference to available space and means of approach.

3. His Excellency the Governor in Council observes with satisfaction that the permission to dispense with overbridges, and consequent raising of the level of the line by $6\frac{1}{2}$ feet, and $4\frac{1}{2}$ feet above highest known flood level, has led to very great improvement of the gradients between the two stations. Looking to the fact now reported, that the headway given by the Madras Railway Bridge

*Proceedings of the Madras Government, Public Works Department,
10th July 1874.*

above ordinary water level of the canal is 9 inches lower than that of the existing Hospital Bridge ; and to the facts that the substitution of girders, at the lesser height, for the present flat central arch of the latter, will admit of considerable reduction of the height of its roadway, while actually greatly increasing the average headway across 48 feet of the width of the canal, His Excellency the Governor in Council modifies his Order, No. 1,756, of 8th July 1873, so far as to permit of such substitution of girders for the existing central arch and there use together with screw piles for the additional widths on each side.

4. The Presidency District Engineer will prepare the necessary plans and estimates in time for sanction and inclusion in the Imperial Budget of 1875-76 under "Communications;" and in carrying out the work will arrange for the additional side accommodation being provided before the central arch is replaced so as to obviate obstruction of traffic as far as possible.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.
.. District Engineer, Presidency.

" Judicial Dept
" Public "

Exd. S. T. Austin.

Spare Copies

The Plans and drawings
of the Carnatic Railway
Terminus bearing C. No.
3292 and S. No. 21 were sent
to Consulting architect

on the 11th Sept 1874 with
reference to a private note
from that gentleman to the
Secretary of the
Colacquin. If there are any
11th Sept 1874 { other papers
in the file

X3 Plans
⑧ 1-60

Barnatic Railway

Letter from the Chief Engineer to the Agent dated the
23rd May 1874. No 1747

With reference to the letters marked
Yours of $\frac{494}{516}$, $\frac{494}{528}$ originally noted I have now the pleasure
" $\frac{568}{583}$ and to forward the following plans and
Cons/ Engrs Nos 88 & 91. sections

Plan No 101 shewing the land to be
taken up between the proposed goods yard
at Madras and the terminal station as
last sanctioned

Plan No 101A shewing the land
to be taken under the alterations proposed
in G.O No 984^A of the 15th ultimo

Plan No 101^B shewing general
arrangement of the Terminal station with
reference to the approaches thereto and
the limits of the Penitentiary

Plan No 52^A enlarged ground
plan of arrangements of proposed Terminal
station buildings

Plan No 52 elevation of pro-
posed station buildings

Plan No 52^B cross section of
proposed station buildings

Plan No 52 section to shew
formation level originally proposed between
goods yard and terminal station and
the formation level now proposed.

Plan No 40 elevation of
Hospital bridge

With reference to the alterations
proposed in G.O No 984^A it will be observed
that by partially reverting to Mr. Dibbles's

original proposition to take the line through part of the Scotch Kirk compound, the Asylum road will be left untouched and only a small portion of the compound at one corner cut off.

opposite the N.W. corner of Poona Mall and Sydenham's roads I have shifted the centre line 23 feet to the south which leaves a clear width of 80 feet for the Poona Mall road down away with the necessity for cutting into the buildings at the corner where so excessive a price has been asked for property.

I have managed this shifting of the centre line so as not to carry us much further than before into the river Coombe, but it involves a slight encroachment on the Penitentiary enclosure (as shown on Plans 101^A and 101^B).

With reference to the terminal station buildings, as you are aware, Mr. Chisholm prepared a very handsome design for them without reference to the question of the amalgamation between this Company and the G. S. I. Railway Company. After you took charge of the affairs of the two Companies and looking to the near prospect of their becoming one we agreed that a much less expensive design with a considerable reduction in the accommodation would satisfy first requirements.

I have accordingly in the designs now submitted aimed at providing ample accommodation for the Public and for the working staff, and while endeavouring to produce as good a general effect as

as the nature of the case will permit I have tried to avoid expenditure on mere ornamentation.

The general features of the design are as follows. A corrugated iron roof shed of about 400 feet long & 100 feet wide is provided to cover the platform and part of the offices. The roof is in two spans of 50 feet each supported in the middle by a row of cast iron columns. A short length of shed 115 ft long & 50 feet wide is added laterally at the south east end of the main shed to cover a portion of the offices which could not well be included under the main roofing.

The second roof (counting from the Poona-Malhe road) is carried forward so as to form a good and sufficient porch and an arcade or covered way is provided along the whole front / east end / of the building for the accommodation and shelter of intending passengers. The booking office & gentlemen's waiting room under the middle roof form an isolated building with wide passages on each side shut off by open ironwork gates so as to give facilities for a free circulation of air through the building from end to end.

On the right of the 3rd class booking passage a space is provided for 3rd class passengers to wait in. This space is railed off only from the passage to allow of free ventilation.

A large space is also provided between the offices and the ends of the platform to accommodate passengers waiting for trains and to obviate as far as possible unnecessary and dangerous crowding of the platform.

The urinals and latrines I propose to place to one side (the south) entirely outside.

92
The main building in some convenient spot opposite the departure platform. Even with the greatest care and clearances buildings of this kind are apt to be offensive in this hot climate, and I think it advisable therefore not to have them under the main roof of the building.

The approaches proposed are shown on Plan No. 101 B.

A large porch or covered way is provided on the side of the station next the Poonamallee road for the vehicles of passengers arriving by train.

The whole of the offices under the roofing are intended to be inexpensively built and they are so planned as to be easily altered or cleared away according to the requirements of the future.

On Plan No. 40 I have given the information called for in para 6 of the Consulting Engineer's letter No. 91, but I enter it here also viz.

Roadway afforded by the present Hospital bridge - Above ordinary water level - - - - - 10.38^{ft. sea}

" " highest known water level - 5.90

Roadway of Madras Railway border bridge (higher up) above ordinary water level - - 9.80

Height of the hospital bridge roadway above rail level as now proposed - - - - 5.51

do. do. above highest known flood level at hospital bridge - - - - 10.13

On the plans now forwarded the ground level around the station is shown at platform level (or 1 foot above rail level) in order to do away with steps which are often the cause of accident in working with large crowds of people.

It will probably however be

found necessary to allow a slope of about 6 inches
in 100 feet so as to keep the floor of the
building above any danger of the drainage
water getting in.

Three copy!

Wm. Callaghan
Chief Clerk

[Faint handwritten notes, possibly bleed-through from the reverse side.]

No. 1195

Carnatic
~~GREAT SOUTHERN OF INDIA~~ RAILWAY.

AGENT'S OFFICE,

NEGAPATAM,

25 May

1874

From

THE AGENT,

Carnatic
~~Great Southern of India~~ Railway,

To

The Consulting Engineer
for Railways
Madras

SIR,

In reply to your letter marginally noted
Nos 85, 91, 92 & 98. I beg to forward copy of a report (No 1743)
dated the 23rd instant from the Chief Engineer
together with the plans and sections referred
to therein, regarding the extension of the line
between Whanelli road & the Penitentiary

I concur with the Chief Engineer in
opinion that the extent of accommodation
proposed to be provided at the Passenger
terminus will be sufficient for the business
which will have to be transacted there for
some time to come, and that Government
will consider the building itself sufficiently
ornamental.

I have the honor to be
Sir

Your most obedient servant

William B. M.
Agent

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 326

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Port Saint George.

SIR,

Referring to my letter dated the 24th April 1874, N^o 248, and to the Proceedings of Government dated the 15th April 1874, N^o 984 A, I have the honour to submit for the consideration of His Excellency in Council a letter from the Agent of the Carnatic Railway, accompanied by a report from the Chief Engineer and by certain plans, sections, and other drawings, therein enumerated.

2. With regard to the terminal station buildings, it is explained

by

Recd
29-5-74

Recd 29.5.74
29.5.74

The Agent
Carnatic Railway
The Consulting Eng
for Railway

to report from the Chief
Engineer together with the
plans and sections, regarding
the extension of the line
between the road
and the Railway
M 3292/74.
2

by Mr. Logan that, looking to the probable cost which the acceptance of Mr. Chisholm's handsome design would entail upon the Company, he has deemed it advisable to recommend the construction of a building less ornamental and less expensive. A photograph of the elevation designed by Mr. Chisholm is submitted for the information of Government, with reference to their Proceedings dated the 18th February and the 25th June 1873, Nos. 544 and 1653.

3. I agree with the Railway Authorities in the opinion that the designs submitted by Mr. Logan provide accommodation sufficient for all immediate requirements; and there can be no doubt that the cost of the building now recommended

for

for construction will be considerably less than if Mr. Chisholm's designs had been accepted. Looking however to the possibility that increased accommodation may before long be called for, it seems to me that, in constructing the terminus, some mode of conveniently adding to it should be kept in view; and, with this object, I would suggest that the foundations and walls of the eastern portion of the building, as far as the commencement of the passenger platform, should be constructed to carry an upper story.

4. It will be seen in the accompanying plans that provision has been made for carrying out the two suggestions contained in paragraph 3 of the Order of Government No. 984 A. The existing width (80 feet) of the Panamallee Road at the

cross-roads

cross-roads near Lewis Bridge has been maintained by making a slight encroachment upon the Penitentiary enclosure, thus obviating the necessity of paying the exorbitant demand of Rs. 70000 for pulling down the wretched hovels on the north side of the road. And, by cutting off a small corner of St. Andrew's Church compound, the Asylum road is set free to the north of Whannell's Road.

5. In the Order of Government dated the 7th May 1874, N: 1320, it is stated that action in the matter of the General Hospital Bridge is delayed pending report as to the elevation of the Carnatic Railway terminal building, called for in the Order of Government N: 2524, of 16th October 1873; and I am called upon to explain the cause of the lengthened delay which has occurred in the submission of the report. The only ex-

-planation

Proceedings of
Government 29th
December 1873
N: 3081.C.C.

3
-planation I can give is that the Order of Government in question, dated the 16th October 1873, was not understood as calling for any report upon the elevation of the Carnatic Railway terminus. In the first paragraph of the order it was stated that His Excellency the Governor in Council was not prepared to reverse his decision on the subject of the Hospital Bridge without more definite information as to certain specified relative levels; but, in the second paragraph, it was suggested by Government as an alternative expedient, better and less costly than lowering the Hospital Bridge, that a level crossing should be substituted for an overbridge at the point where Sydenham's Road crosses the railway. In my letter N: 658, dated the 8th December 1873, I reported that the alternative course suggested by Government had been accepted by the Carnatic Railway Company; and it was then understood that information regarding

regarding the relative levels specified in the first paragraph of the Order of Government No. 2524 was not required. It was only upon receipt of the orders of Government now under acknowledgment that it was known that the widening of the Hospital Bridge was held in abeyance pending receipt of that information. It has now been furnished by the Railway authorities; and the relative levels are as follows:

Broadway afforded by the present Hospital Bridge - above ordinary water level	10.58
Do. — Do. above highest known water level	5.90
Broadway of Madras Railway girder bridge above ordinary water level	9.8
Height of Hospital Bridge - roadway above rail level as now proposed	5.51
Do. — Do. shown highest known flood level	10.13

I beg that I may be favoured with

with early instructions upon the points noticed in my letter No. 248, dated the 24th April 1874. —

I have the honour to be
Sir
Your most obedient servant

Madras
2nd June 1874
J. B. P.

W. M. P.
Consulting Engineer for Railways

18504

Public Works Department
Proceedings of the Madras Government
Read the following

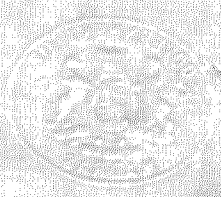
From

The Comptroller

for Railways (F.B. No. 326 dated
1 June 1874)

His Excellency the
Governor in Council
is satisfied with the
manner in which
his instructions con-
veyed in paras 3 and
4 of Ldho 984 of
15th April are proposed
to be worked out, and
permits the imme-
diate erection of a
new inclosure wall
of the Juvenile Ward of
the Penitentiary, as a

25/6
27/6



D. N. 1874 Sept.
No. 329

From

The Consulting Engineer
for Railways,

To

The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 23rd June 1874
Recd. 23

No. 236
8/6/74

Submitting with
reference to the plan
the request of the Govt
of P.W. with reference
to the territorial
buildings &c at
Madras.
D. N. 1874 Sept.
No. 329

Office 1874

necessary preliminary
for the transfer to the
Railway Company
of the portion required
to be added to their pre-
mises. This work and
the diversion of Largo
Garden Road will it
is presumed be carried
out by the Railway
officers at the charge
of Govt; their cost,
and that of all com-
-pensation remaining
to be given, should now
be calculated and
reported.

The Consulting
Engineers concurring
in opinion with the
Railway

*The Consulting
Engineers*

Railway authorities as
to the sufficiency of the
accommodation pro-
-vided in the Station
Plan, now submitted
for all present re-
-quirements, His Exce-
-llency the Governor
in Council will leave
it to the latter to decide
whether they will act
on his suggestion
that the eastern por-
-tion of the building
be constructed to carry
an upper story. The
arrangements seem to
have been judiciously
planned with reference
to available space
and

and means of approach,
 and the elevations will
 be pleasing. Mr.
 Chisholm's handsome
 design would, it is
 thought, have looked
 out of place for want
 of sufficient area in
 front of it, to admit
 of its being thrown
 back so as to do justice
 to its height.

His Excellency the
 Governor in Council
 shewn with satisfac-
 tion that the permis-
 sion to dispense with
 aet bridges and con-
 sequent raising of
 the level of the line
 by 6 1/2 feet, and 4 1/2 feet

See my way to direct
 the addition of Mr. Chis-
 -holm's design - but
 I can't take any care
 - not to do this -

above highest known
 flood level, has led to
 very great improve-
 -ment of the gradients
 between the two stations.
 [The suggestion was
 made in Edg. 2524
 of 16th October 1873 with
 reference to the question
 of relative levels of the
 New Station and Hopi-
 -tal Bridge; and
 after the concurrence
 of the municipality
 had been obtained,
 was sanctioned in
 Edg. 3081 C.C. of 29th
 December 1873. But the
 Lords were not inform-
 -ed till now that
 such concession

on their part had ob-
-viated all objections
to the present height of
the Hospital Bridge,
any more than they
had been directly in-
-formed that the
intention of employing
Mr. Fichelman to design
the adjacent Station
had been given up.

Looking to the fact
now reported, that the
headway given by the
Madras Railway Bridge
above ordinary water
level of the Canal is
9 inches lower than
that of the existing
Hospital Bridge; and
to the fact that the

substitution of girders
at the lesser height, for
the present flat Central
Arch of the latter will
admit of considerable
reduction of the height
of its roadway, while
actually greatly in-
-creasing the average
headway across 48 feet
of the width of the Canal.
His Excellency the
Governor in Council
modified his order
No. 1456 of 8th July 1873
so far as to per-
-mit of such substi-
-tution of girders for
the existing Central
arch and their use
together with screw
piles

files for the additional
width on each side.

The Presidency Div.
- tract Engineers will

prepare the necessary
Plans and Estimates
in time for sanction
and inclusion in the

Imperial
Budget
under "Communications" as this is necess.

of 1895-96 and in
carrying the work will
arrange for the additional
side accommodation

being provided before
the Central arch is
replaced, so as to ob-

-viate obstruction
of traffic as far as
possible.

1890-1891.

W.M.

to the Secy. of the
Public Works
Dept. of the
Presidency

Will there interfere
the Navigator?
J.D.S.

- total, wholly &
wholly by the Rail
way: surely it
is an Imperial
charge - J.D.S.

Printed
at the
Press

Govt. of 1874 Madras.
PUBLIC WORKS.



20
37
The Engineer
in Mys.

Dated

Recd.

Encl. 8

10 July 1874 No. 1855/A

No. 189 A 189 B.

Carnatic Passenger Station.

Passing orders on certain details
in connection with the Station and
Station arrangements and in making
orders of 8th July 1873 No. 176
so far as to permit of the substitution
of orders for the existing Central
Arch of the Paul Hospital Bridge
and their use together with screw piles
for the additional width on each
side, calling upon the Presidency
Engineer for the necessary plans and
Estimates for inclusion in the
Budget of 1874-75.